

RECEIVED

13 DEC 1949

IN D.O.

STEEL STEAMER OR MOTORSHIP

Received at London Office 8 DEC 1949

State of Report has been sent on the Freeboard of the Vessel. YES.

State of Report is sent on the Machinery of the Vessel. YES.

Date of completion of report 30TH NOVEMBER 1949. Port of GLASGOW. No. 74842Survey held at GLASGOW. Date First Survey 26TH FEBRUARY 1948 Last Survey 24TH NOVEMBER 1949

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) SINGLE SCREW OIL TANKER "BRITISH CAPTAIN" (MACHINERY AFT) LONG POOP, SHORT

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL SCANTLING. State Type of Erections BRIDGE & FOCSLE.

TONNAGE under Tonnage Deck ... 7553.99

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Total

Gross Tonnage 8700.09

Register Tonnage 5024.08

REGISTERED DIMENSIONS.

FEET

Length 471.6

Breadth 61.85

Draught Moulded SUMMER 24'-5"

CLASS +100 A1. CARRYING PETROLEUM IN BULK.

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)

Breadth (greatest moulded) B 61.5

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 34.0

1st Longitudinal Number (L x D) 15442

2nd Numeral L x (B + D) 44216.5

Framing Depth "d," at middle of length. See Sec. 3 (1d)

Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.62

Do. Long Bridge to top of keel

Draught Moulded SUMMER 24'-5"

Built at GOVAN, GLASGOW.

Launched 11/8/49. Yard No. 1397G.

Builders HARLAND & WOLFF, LD.

Owners BRITISH TANKER CO. LD.

Managers (Where necessary to be entered in Reg. Book)

Residence

Port of Registry LONDON.

If surveyed while building, afloat, or in dry dock

BUILDING & AFLOAT

FRAMES, DOUBLE BOTTOM AND BEAMS.

LONGITUDINAL FRAMING AS PER PAGE 5

INCHES IN SHIP.

Any Departure from Approved Plans to be Noted.

INCHES IN SHIP.

Any Departure from Approved Plans to be Noted.

FRAMES, Spacing amidships	30"	✓
FRAME 164 ✓		
from length amidships to Collision bulkhead	24"	✓
in peaks	24"	✓
SIDE FRAMING.		
Frame Amidships	10 3/2 .40	✓
Extends up to	UPPER DK	✓
Reversed Frame Amidships	-	
Extends up to	-	
Depth of Framing Girder	-	
Frames in Uppermost Continuous 'tween Decks, Angle, [or [-	
Second 'tween Decks, Angle, [or [-	
Third	-	
from 1/2 len. for'd. to 15% len. from Stem	-	
in Peaks, Angle [	8 3/2 .47	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	1" 2 5/4	✓
State if Frame Joggled	YES	✓
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	YES	✓
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	YES	✓
DOUBLE BOTTOM. (IN DEEP TANK FORD)		
Floors, Depth and thickness at mid-line	48" x .38"	✓
Height of Brackets at side above base line at toe of frame	AS APPV	✓
Middle Line Keelson, on Floors, Angles	.44"	✓
BULKHEAD	-	
Through Plate or Intercoastal Plate	-	
Foundation Plate on Floors	-	
Flat Plate Keel Angles	WELDED	✓
Side Keelsons, No. each side	TWO	
thickness of Intercoastal Plates	.42" WELDED TO SHELL	✓
TOP Angles	SINGLE 6 3/2 .50	✓
DOUBLE BOTTOM. (IN ENGINE SPACE)		
Solid Floors, thickness and spacing	.46" EVERY FR.	✓
Are Frame and Reversed Frame joggled?	FRS JOGGLED	✓
Bracket Floors, breadth and thickness at middle line	-	
breadth and thickness at margin plate	-	

Bracket Floors, Frame	-	
Reversed Frame	-	
Vertical Struts	-	
Centre Girder, depth and thickness amidships	59 1/4" x .54-.46"	✓
top Angles	WELDED TO INNER BOTTOM	✓
bottom Angles	DOUBLE 4 4 .60	✓
Side Girders, No. each side and thickness	2 2 .60	✓
Margin Plate depth (excl. of flange) and thickness	TANK TOP LEVEL OUT TO SHELL	✓
Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	6 6 .46	✓
Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	-	
Gussets, spacing and scantling abaft 1/2 len. from stem	-	
Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	-	
Tank Side Brackets, height above base line at toe of Frame and thickness	95 3/4 x .46	✓
INNER BOTTOM PLATING. (IN ENGINE SPACE)		
Breadth and thickness of Middle Line Strake	96 1/2 x .62	✓
Thickness of remainder	1.25 UNDER ENGINE COLUMNS. .54 ELSEWHERE	✓
Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & S. space and framing in Bulkhead and Boiler Room?	YES	✓
BEAMS.		
Uppermost Continuous Deck, amidships in Wells, Angle, [or [
in way of Bridge, Angle, [or [
UPPER DK IN POOP	BA.	
Spacing	8 3/2 .36 To 7x3x.40	✓
" " " FOCSLE	8 3 .42 To 7x3x.33	✓
Second Deck, amidships, Angle, [or [	EVERY FR.	✓
IN ENGINE SPACE	8 3 .35	✓
Spacing	EVERY FR.	✓
SECOND FORWARD		
Third Deck, amidships, Angle, [or [	8 3 .38 To 6x3x.32	✓
Spacing	EVERY FR.	✓
Fourth Deck, amidships, Angle, [or [-	
Spacing	-	
Poop Deck, Angle, [or [	8 3 .40-.35	✓
Spacing	EVERY FR.	✓
Bridge Deck, Angle, [or [	7 3 .43	✓
Spacing	EVERY FR.	✓
Forecastle Deck, Angle, [or [	8 3 .35	✓
Spacing	EVERY FR.	✓

PILLARS AND DECKS.

		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows	TWO LONG ⁴			Stringer Plate, width and thickness in way of MACHRY SPACE.....	.40 - .36 ✓
"	BULKHEADS			Thickness of Plating abreast Deck openings in way of Wells FORWARD.....	.34 - .32 ✓
"	THROUGHOUT			Thickness of Plating abreast Deck openings in way of MACHRY SPACE.....	.36 - .34 ✓
"	CARGO OIL			Thickness of Plating within line of openings.....	-
"	TANKS, PUMP			If Sheathed, material and thickness.....	-
"	ROOMS,			Third Deck. DEEP TANK FORWARD	
"	COFFERDAMS			Stringer Plate, width and thickness.....	.40 ✓
"	AND OIL			If Plated, state thickness .....	.36 ✓
"	FUEL BUNKERS			Fourth Deck.	
Longitudinal	WELDED TO			Stringer Plate, width and thickness	-
Centre Line Bulkheads	PLATING.			If Plated, state thickness	-
Stiffeners and Spacing	10" x .45" x 30" PLATING.			Poop Deck.	
Also 24" x .40" WEB FR. WITH 3 1/2" x 3 1/2" x .40" SINGLE FACE BAR AT EACH TRANSVERSE.				Stringer Plate, width and thickness.....	.34 ✓
Plating, thickness of .....	.50			Plating, Sheathing, material and thickness	.30 - .26 ✓
STRINGERS AND DECKS.				EXPOSED DECK SHEATHED	2 1/2" TEAK.
Uppermost Continuous Deck.				Bridge Deck.	
Stringer Plate, breadth and thickness in Wells	74 x .72 ✓			Stringer Plate, width and thickness.....	.72 x .40 ✓
"	" ✓			Plating, Sheathing, material and thickness	.30 ✓
"	" ✓			EXPOSED DECK SHEATHED	2 1/2" TEAK.
"	in way of Bridge			Forecastle Deck.	
"	Angle in Wells			Stringer Plate, width and thickness.....	.38 ✓
Thickness of Plating abreast Deck openings	.68 ✓			Plating, Sheathing, material and thickness	.36 ✓
in way of Wells	.70 CR. STRAKE.			.50 UNDER WINDLASS.	✓
Thickness of Plating abreast Deck openings	-				
in way of Bridge	.58 ✓				
Thickness of Plating within line of openings...	-				
If Sheathed, material and thickness.....	-				
Second Deck.					
Stringer Plate, width and thickness in Wells	FORWARD .36 ✓				

EXCLUDING LOCAL INCREASES AT STERNFRAME AND IN WAY OF HAWSE PIPES.

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	UPPER EDGES.			BUTTS.				
	STRAKE	AMIDSHIPS.		AFT.		State if Joggled?	SINGLE OR DOUBLE.	RIVETS.		No. of Rows of Rivets.	RIVETS.		STRAIPPED OR LAPPED.
		Breadth.	Thickness.					Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
Flat Plate Keel.....	A	53	.99	.77	.77	DOUBLE	1	4			WELDED.	✓	
Bottom PLATING	B	-	.65	.60	(.51) .54 See letter 12.1.50	"	7/8	3 1/2			"	✓	
"	C	-	.65	.55	(.51) .54	"	"	3 3/4 AT TRANS. FR.			"	✓	
Bottom Plating, No. of Strakes 4	D	-	.65	.50	(.51) .55	"	"	"			"	✓	
Bilge Plating, No. of Strakes	E	-	.65	.50	(.51) .55	"	"	"			"	✓	
Side Plating, No. of Strakes	F	-	.63	.47	.47	"	"	"			"	✓	
Upper Deck, Sheer-strake in Wells	G	67 1/2	.98	.48	.47	"	1"	3 3/4			"	✓	
Upper Deck, Sheer-strake in Bridge	H	"	1.15	-	-	BRIDGE SIDE PLATING CARRIED DOWN TO DECK					"	✓	
Strake below Sheer-strake in Wells	I	81	.82	.47	.47	DOUBLE	1	3 3/4			"	✓	
Strake below Sheer-strake in Bridge	J	"	"	-	-	"	1 1/8	4 7/8			"	✓	
Poop Side Plating	K	-	-	-	.40	SINGLE	3/4	3			"	✓	
Bridge Side Plating	L	-	.44	.50	.60	ONE STRAKE					"	✓	
Forecastle Side Plating	M	-	-	.44	-	SINGLE	3/4	3			"	✓	

WATERTIGHT BULKHEADS.

AND O.T.

Total No. of W.T. BULKHEADS in Vessel..... 17

Extending to Upper Deck (Sec. 3 c)..... ✓

Deck next below.....

As per Rule **APPROVED.**

SCANTLINGS OF END BULKHEADS IN WAY OF 40 FT TANKS AS APPV.	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
O.T.				26" x 50" FL 3" 20" 0 1/2"	
MIDSHIP BULKHD.		12" x .425 B.P.	3 1/2"	30" x 50" FL 3" 11" 6 1/2"	
Centre		"	"	30" x 50" FL 4" 20" 0 1/2"	
"		"	"	36" x 50" FL 4" 11" 6 1/2"	
"		VERT. WEB AT 4. 54" x 50"			
"		WITH 22" x .60" FACE PLATE.			
"		AND AS APPV.			
"		7" x 3 1/2" x .46" x .38"		22 1/2" DEEP TANK TOP	
COLLISION		6" x 3 1/2" x .40" x .24"		8" x 3 1/2" x .50" x 13" 9"	
AFTER PEAK		50" x 30" x .3" x .44" x .24"		8" x 3 1/2" x .50" x 13" 9"	
		W INVERTED O.A. WELDED.		ALSO BOLTER FLAT	

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, But	ROLLED STEEL	10" x 2 3/4"		
STEM	CAST STEEL		BEARDMORE.	
STERN FRAME	Propeller Post AS APPV.			
	Rudder FORGED STEEL	10" DIAM.	BEARDMORE.	
Speed of Vessel		11 1/2 KNOTS.		
RUDDER Type	STREAMLINED DOUBLE PLATE.			
"	A x D.	384		
"	Diam. of head FORGED STEEL	11"	BEARDMORE.	
"	Mainpiece at top pintle	RUDDER BLADE		
"	heel	FORMS MAINPIECE.		
"	how constructed	BY PLATES E.W.		
"	double or single plate	CAST STEEL TOP ARM.	BEARDMORE.	
"	coupling, vertical or horizontal	DOUBLE .59"		
		HORIZONTAL.		
		OPEN HEARTH		

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)


COLVILLES, LD, THE STEEL CO. OF SCOTLAND, THE LANARKSHIRE STEEL CO. LD.

Has the Steel been tested as required by the Rules? YES. ✓

Lloyd's Register Foundation

Rpt. 1*.

"BRITISH CAPTAIN"**PARTICULARS OF LONGITUDINAL FRAMING.**

FRAMING.		AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	RIVETING.				
		In Ship.			In Ship.				Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Diam.	Speng.		Number.	Diameter.
ing of 													
es in Bridge 'tween Decks ...													
es from Uppermost Continuous Deck CENTRE	No. 1	14" x 4" x 4" x .48	✓	✓	17" x 4" x 4" x .48	✓	✓		7/8	5/4	3/8 FOR 10 RNS	BKTS WELDED.	
CENTRE TANK.	" 2	"	✓	✓	"	✓	✓		"	"	"	"	
	" 3	"	✓	✓	"	✓	✓		"	"	"	"	
	" 4	"	✓	✓	"	✓	✓		"	"	"	"	
	" 5	"	✓	✓	"	✓	✓		"	"	"	"	
	" 6	LONGITUDINAL BULKHEAD.							-	-	-	-	
ING TANKS.	" 7	17" x 4" x 4" x .48	✓	✓	17" x 4" x 4" x .48	✓	✓		7/8	5/4	3/8 FOR 10 RNS	BKTS WELDED.	
	" 8	"	✓	✓	"	✓	✓		"	"	"	"	
	" 9	"	✓	✓	"	✓	✓		"	"	"	"	
	" 10												
	" 11												
acing of longitudinal frames	At Ends	29" 30" x 31"			29" 30" x 31"								
		IN CENTRE TANK			IN CENTRE TANK								
		3 1/2 IN WING TANKS			3 1/2 IN WING TANKS.								
Tank Top Longitudinals													
Bottom													
Longitudinals	At ends...												
Transverses.													
Depth and Thickness													
Face Angles													
Lugs to Shell*													
Depth and Thickness		36	x	.44	36	x	.44						
Face Angle (SINGLE)		3 1/2	3 1/2	.44	3 1/2	3 1/2	.44						
Lugs to Shell*		6	6	.44	6	6	.44	JOGGLED.					
Depth and Thickness		54	x	.48	54	x	.48						
Face Angles (DOUBLE)		9	3 1/2	.60	9	3 1/2	.60						
Lugs to Shell*		6	6	.48	6	6	.48	JOGGLED.					
Back Bars		3 1/2	3 1/2	.48	3 1/2	3 1/2	.48	FOR 3 SPACES NEXT TO LONG ^{ts} BHD.					
Brackets				.48			.48						
ing of Transverse Frames...		10'-0"			10'-0"								
State if jogged or liners.													
nal CENTRE	Bridge Deck												
of TANK	Upper DECK	8	3 1/2	.42	8	3 1/2	.42	30"					
WING	"	8	3 1/2	.45	8	3 1/2	.45	31 1/2"					
TANK	Second "												
	Third "												

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, &c., to be entered in their respective places provided for on the Report Forms.

NOTE.—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, &c., on the first page.

Lloyd's Register
Foundation

© 2020

0143 2/3

EQUIPMENT No. 46322.5

LETTER A +

ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested, and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.			
53755	1st Bower	82	1	0	Stockless			60	0	0	0	BYERS IMPROVED TYPE CAST STEEL HEAD.	W.L. BYERS & CO. LD.	SUNDERLAND 21-6-49. STONE.
53768	2nd "	82	0	14	"			60	0	0	0	"	"	27-6-49 "
53746	3rd "	69	2	0	"			53	10	0	0	"	"	17-6-49 "
	Collective weight	233	3	14										
53504	Stream	30	0	0	"			28	12	2	0	23 1/2 EX STOCK.	"	23-3-49 "

CHAIN CABLES.

HAWSERS AND WARPS.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and Size per Table 53.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and size supplied.		Breaking Test of Steel Wire.	Length and Size per Table 53.	
	Fathoms.	Diam.	Stations.	Break-ing.	Supplied.	Per Rule.	Fathoms.	Diam.					Fathoms.	Ins.		Fathoms.	Ins.
1236Y	300 5/8	2 1/2	112.5	157.5	960-0-0	940	300	2 1/2	STUD LINK	-	NETHERTON. 28-6-49 NORMAN.	TOWLINE	130	5 1/2	84.4	130	5 1/2
													6x24			6x24	
													2x100	3	25.4	2x100	2 3/4
													6x24			6x12	
11845	FOR 1 7/8" CABLE	34.0	51.0		1-12								3x100	3 1/2	35.2	2x100	2 3/4
													6x24			6x12	
	END SHACKLE																
	FOR 1 7/8" CABLE	34.0	51.0		1-12												
	120	4 3/4		64.6													
	6x24																

Steering Gear, Type (Power ~~hand~~) STEAM-HYDRAULIC GEAR (HASTIE) Alternative Means of Steering BLOCKS & TACKLE.

Steering Chains (Size and Test) NONE. Windlass STEAM-EMERSON WALKER Boats 4.

Ceiling in Holds, thickness and material NONE. Cargo Battens, thickness, material and spacing NONE.

Cargo Hatchways. (Upper Deck) AT NO. 1 STEEL PLATES AND ANGLES STEEL COAMINGS 12" HIGH AT CARGO OIL TANK HATCHWAYS. Thickness of Hatches STEEL COVERS.

Size of Hatchways No. 1 (Fwd.) 6'9" x 10'0" No. 2 No. 3 No. 4 No. 5 No. 6

Number of Shifting Beams ONE STEEL FORE & AFTER AT NO. 1 HATCH. For HARLAND AND WOLFE, LIMITED.

Builder's Signature

Crown Secretary

AL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel MOTORSHIP

b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo OIL TANKER The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).

VESSEL HAS BEEN BUILT IN CONFORMITY WITH THE SOCIETY'S RULES & REGULATIONS & THE SECRETARY'S LETTERS.

SCANTLINGS AND ARRANGEMENTS ARE IN ACCORDANCE WITH, OR EQUIVALENT TO, THOSE SHOWN ON THE APPROVED PLANS.

MATERIALS AND WORKMANSHIP ARE GOOD.

OIL TANKS, OIL FUEL BUNKERS & SETTLING TANKS, FORWARD & AFTER COFFERDAMS, DEEP TANK FORWARD, & AFT PEAK TANKS, DOUBLE BOTTOM TANKS & COFFERDAM, BULKHEADS & DECKS HAVE BEEN TESTED AS REQUIRED BY THE RULES AND FOUND SATISFACTORY.

MARKS HAVE BEEN VERIFIED AND MARKS CUT IN ON THE VESSELS' SIDES.

SUCTIONS HAVE BEEN TESTED WITH SATISFACTORY RESULTS.

STEERING GEAR AND WINDLASS HAVE BEEN TESTED UNDER WORKING CONDITIONS AND FOUND SATISFACTORY.

FUEL IS CARRIED IN OIL BUNKERS AFT, DEEP TANK FORWARD AND DOUBLE BOTTOM IN ENGINE SPACE.

20 OF THE RULES COMPLIED WITH, F.P. OF OIL FUEL ABOVE 150° F.

Amount of Entry Fee £ - - - - - Fees applied for, 7 DEC 1949

Special Survey Fee £1232 - - - - - Received by me, 19

FREEBOARD FEE. Travelling Expenses, if any £34 - - - - -

(Special notations, where part of class, to be stated.)

I am of opinion the Vessel should be Classed +100 A1. CARRYING PETROLEUM IN BULK. LONG FRAMING AT BOTTOM & AT DECK.

Signature W. Macmillan & George Y. Kullerhi. Surveyors to Lloyd's Register of Shipping.

Whether the Vessel has been built under Special Survey YES.

Certificate to be sent to GLASGOW OFFICE. Date of issue 3/2/50

Committee's Minute GLASGOW - 7 DEC 1949

Character assigned +100 A1

Carrying petroleum in bulk.

+ LMC 11.49

Lloyd's A + CP.

208-150 lb Oil Eng.

© 2020

Lloyd's Register Foundation

04433

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

MIDSHIP SECTION (AS BUILT) FORWARDED IN ADVANCE

LIST OF APPROVED PLANS

MIDSHIP SECTION.

FRAMING PROFILE.

STERNFRAME.

RUDDER

TYPICAL O.T. TRANSV. BHD.

FORE END FRAMING.

TRANS. BHDS IN FORD. CARGO TANKS

ENGINE SEATING & TANK TOP.

WEB FRAMES & SIDE STRINGERS IN MOTOR RM.

STEEL DECKS.

DEEP TANK FORWARD.

OIL FUEL BUNKERS & AFT COFFERDAM BHDS.

FRAMING IN N^os 1, 2, 8 & 9 WING OIL TANKS.

FORD. COFFERDAM BHDS.

SEA INLET BOXES IN PUMP ROOMS.

FORE PEAK BHD & CHAIN LOCKER.

MAIN DK HATCH TO FORE HOLD.

UPPER DK HATCH TO FORE HOLD.

AFT END FRAMING.

CARGO PUMP SEATS.

CARGO OIL TANK HATCHES.

ENGINE & BOILER CASING.

POOP DECKHOUSE & BOAT DK AFT.

HOUSE ON NAVIGATING BRIDGE.

DECKHOUSE ON UPPER BRIDGE DK.

HOUSE ON BRIDGE DK.

SHELL EXPANSION.

AUXILIARY STEERING GEAR.

PUMPING ARRGT. AT ENDS.

SCUPPERS & DISCHARGES.

FORGING & CASTING REPORTS.

STERNFRAME. STERNFRAME BACK POST.

RUDDER STOCK. RUDDER TOP ARM & BEARING BUSHES.

TILLER. EMERGENCY TILLER.

ALSO STEERING GEAR.

INTERIM CERTIFICATE (PER SECRETARY'S LETTER 15-11-46)

ORIGINAL PLACED ON BOARD VESSEL - 23RD NOV. 1949.

2 COPIES HEREWITH.

PARTICULARS OF ELECTRIC WELDING (if employed) KEEL BUTTS & ALL SHELL PLATING BUTTS. O.T. LONG^t & TRAN^v BHDS, COFFERDAM & O.F.B. BHDS SEAMS, BOUNDARIES TO SHELL, DK & BHDS, STIFFNRS TO BHDS, TOP & BOTTOM BKTS TO STIFFNRS, TANK STRINGERS TO BHDS & SEAMS & BUTTS OF TANK TOP IN E.R. & TANK TOP TO SHELL. FLOORS TO TANK TOP & GIRDERS UNDER ENGINE. BOTTOM LONG^t BKTS. ENDS OF BOTTOM LONG^t IN LIEU OF BACK BARS. SIDE STRINGERS TO SHELL IN E.R. & FORE HOLD. F.P. STRINGERS & TANK TOP TO SHELL & BHD. FORD DEEP TANK & SEAMS & BOUNDARIES. SEAMS, BOUNDARIES & STIFFNRS OF C.L. BHD IN DEEP TANK. F.P. BHD TO SHELL. F.P. & A.P. BHD STIFFNRS. UPPER & 2^N DK STRINGERS TO SHELL AT ENDS. B.R^m BHD TO SHELL. B.R^m FLAT TO SHELL. CARGO PUMP SEATS TO SHELL & BHDS. F.W. TANK BHDS, STIFFNRS & BOUNDARIES. CARGO HATCHWAYS. RUDDER. OTHER DETAILS.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

CARRYING PETROLEUM IN BULK. LONGITUDINAL FRAMING AT BOTTOM & AT DECK.

1 DECK, 2ND DECK CLEAR OF CARGO TANKS. PART ELECT. WELDED. CRUISER STERN. LLOYD'S

A.S.P. MACHINERY AFT. OIL ENGINE. WIRELESS. DIRECTION FINDER. ECHO SOUNDER

GYRO COMPASS. RADAR

RADAR Equipment (State if fitted) **YES**

State Type or Pattern No. **RMS. I.R.**

State } Maker **BRITISH THOMPSON HOUSTON CO. LTD.**

Name } and for **H.H. SMITH & CO.**

of } Supplier **TRAFFORD PARK, MANCHESTER.**

Particulars of Drop Test of Cast Steel Anchors—HEADS	1st Bower	51-3-Y (INCL. PINS)	A.E.G. ✓	N ^o 438	14-12-48
Weight, Surveyor's Initials, Number of Certificate, Date of Test.	2nd "	51-1-Y	" A.E.G. ✓	444	14-1-49
	3rd "	44-1-14	" A.E.G. ✓	932	13-5-49
	STREAM	19-1-14	" J.H.J. ✓	1036Y	19-11-48

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop **98** ft., **POOP** ✓ ft., Bridge **51.5** ft., Forecastle **45.75** ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. **183119** Signal Letters **G.C.C.R.** Extreme Breadth over Belting **NO BELTING.** Over-all Length **489.8** (Circ. 1611) (Circ. 1703)

No. and Material of Decks **1 DECK AND 2ND DECK CLEAR OF CARGO TANKS (STEEL)**

Parts of Bottom of Vessel coated with cement ~~approved composition~~ **FORE PEAK. AFT PEAK. D.B. FEED TANK. D.B. COFFERDAMS.**

Cement filler at edges of bottom shell plating in cargo oil tanks, oil bunkers, pump rooms, cofferdams & oil fuel tanks.

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included)

Where Fitted.	Length. Feet.	Water Capacity. Tons. SW.	Where Fitted.	Length. Feet.	Water Capacity. Tons. SW.
Double bottom, aft,			Fore peak tank,		
Double bottom, under Engines and Boilers,	67.5	96.2	After peak tank,		
Double bottom, if under Engines only,	-	-	Deep tank, aft,	31.5	418
Double bottom, if under Boilers only,	-	-	Deep tank, forward,	-	-
Double bottom, forward,	67.5	96.2	Other tanks, if fitted,	-	-
Total length (if continuous) and Capacity			(If necessary furnish further information by sketch.)		

Order for Special Survey No. **6954**

Date **28-1-48**

Dates of Surveys held while building

MAY 24 1949 FEB. 26 MAY. 6.7. JUNE 7.17 AUG. 17.24 SEP. 13.1 OCT. 7.13.14.18.19. Nov. 4.11.17.19.22
DEC. 1. 1949 JAN. 17. FEB. 9.10.25.28 MAR. 2.3.11.28.30.31. APR. 6.8.11.12.14.19.15.
MAY. 2.4.9.10.17.12.16.23.20.24.27 JUNE. 2.6.8.10.13.15.16.17.20.22.24.28.29 JULY. 4.5.6.
AUG. 1.4.24.29.30. SEPT. 19.20.28.22.30. OCT. 10.24. NOV. 2.14.16.23

Total No. of Visits **84**